

The China Mail.

Established February, 1845.

Vol. XLII, No. 7284.

號七月二十年六十八百八千一英

HONGKONG, TUESDAY, DECEMBER 7, 1886.

日二十月一十年戌丙

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALDER, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GORDON, Lombard Street, E. C. HATTON HENDY & Co., 37, Wallbrook, E. C. SANDERSON & Co., 150 & 154, Leadenhall Street, W. M. WILSON, 151, Cannon Street, E. C. AMSTERDAM.—AMSTERDAM PRINCE & Co., 36, Rode Liefde, Paris. NEW YORK.—ANDREW WIND, 21, Park Row.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but must send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.
Hongkong, June 7, 1884. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,500,000
RESERVE FOR EQUIVALENTS, \$200,000
DIVIDENDS, \$100,000
RESERVE LIABILITIES OF THE CORPORATION, \$7,500,000

COURT OF DIRECTORS.
Chairman—A. MOLLAY, Esq.
Deputy Chairman—M. GORE, Esq.
Hon. J. H. LIVING, Esq.
C. D. BOTTOMLEY, Esq.
W. H. F. DART, Esq.
H. L. DARTMOUTH, Esq.
Hon. A. P. McEWEN, Esq.
Hon. F. D. SASSOON, Esq.

CHIEF MANAGER.
HONGKONG.—THOMAS JACKSON, Esq.
Acting Chief Manager—JOHN WALTER, Esq.
MANAGER.
SHANGHAI.—ERVEN CAMERON, Esq.
LONDON.—BANKERS—LONDON AND COUNTY BANK.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Profits granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.
Hongkong, August 28, 1886. 947

Notices of Firms.

NOTICE.

THE Underlined has This Day RESUMED the Practice of DENTAL SURGERY at Hongkong.

H. H. WINN, D.D.S.

CONSULTING ROOMS, Bank Buildings, Queen's Road, opposite Main Entrance to Hongkong Hotel.

Hongkong, November 8, 1886. 2123

NOTICE.

WE Have Admitted Mr. JACOB SILAS MOSES a PARTNER in our Firm in Hongkong and China from the 1st January, 1886.

E. D. SASSOON & Co.

Hongkong, November 11, 1886. 2235

NOTICE.

DURING my temporary Absence my Business, of SHARE AND GENERAL BROKERS, and also the AGENCY of MESSRS. CALDERBACH, McCREGOR & Co. of Shanghai, will be conducted by Mr. W. KERFOOT HUGHES.

E. JONES HUGHES.

Hongkong, November 11, 1886. 2150

NOTICE.

WE Have authorized Mr. ED. MILLER to SIGN BILLS OF LADING in our Name from this date.

SIEMSEN & Co.

Hongkong, November 23, 1886. 2274

NOTICE.

WE Have authorized Mr. HARRY WILLIAM DICK to SIGN our Bills in Hongkong, per Procuration.

W. HEWETT & Co.

Hongkong, December 4, 1886. 2309

Intimations.

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

THE Adjoined Extraordinary MEETING will be held at the Hongkong Hotel on FRIDAY, the 10th December next, at 3 o'clock p.m. Business: To arrange for the winding up of the Company.

WILLIAM LEGGIE,
for the Directors.

Hongkong, November 29, 1886. 2272

THE HONGKONG & MACAO GLASS MANUFACTURING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY MEETING of this Company will be held at the Registered Office, Hongkong, on FRIDAY, the 10th December, 1886, at 3.30 o'clock p.m., for the purpose of Confirming the Special Resolution passed at the Meeting of the Company held on the 25th November, 1886.

RUSSELL & Co.,
General Managers.

Hongkong, December 1, 1886. 2287

HONGKONG RACES, 1887.

WEDNESDAY, THURSDAY & FRIDAY,
the 23rd, 24th, and 25th February.

HONGKONG DERBY.

THE HONGKONG DERBY, A SWEEPSTAKES of \$20 each, half forfeit if declared on or before the date of Closing Entries, with \$100 added for 1st Pony and \$50 for 2nd. For all China Ponies bond side Griffins at date of Entry (SATURDAY, the 22nd January, 1887). First Pony 70 per cent. Second Pony 20 per cent. and Third Pony 10 per cent. Weight 10st. 10lbs. Distance, One Mile and a Half.

NOMINATIONS close on SATURDAY, the 18th December, 1886, addressed to the Clerk or the Committee, at the Hongkong Club.

By Order, J. GRANT,

Acting Clerk of the Course.

Hongkong, November 5, 1886. 2114

WANTED.

HOUSE at the PRINCE, 4 or 5 ROOMS, from April or May next.

'A. & K.'

c/o China Mail Office.

Hongkong, December 2, 1886. 2294

NOTICE.

PARTIES Interested in Cargo being on board the *Saghalien* at the time of the Collision, which took place on the 29th November last, are requested to Communicate with the Undersigned in case they wish to Consolidate their CLAIMS with that of the *Saghalien*.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 4, 1886. 2312

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist.

(FORMERLY ARTICLED APPRENTICE AND LATERLY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,

No. 2, DUNDRELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address

2, DUNDRELL STREET,

(Next to the New Oriental Bank.)

Hongkong, January 12, 1886. 615

THE HONGKONG AND KOWLOON

WAREHOUSE AND CARGO

BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN or MERCHANDISE in First-Class Granite Godowns at Cheap Rates. Also CARGO in specially constructed Sheds. For the convenience of Commanders and Storekeepers the Company's Launch *Hongkong* will convey to and from those interested FREE OF CHARGE, starting from the Pender's Wharf every morning from 8 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to

W. KERFOOT HUGHES,

Agent.

Pedder's Street.

Hongkong, February 17, 1886. 331

To Let.

TO LET.

A Small GRANITE GODOWN in Ice House BUILDINGS, lately occupied as a Depot by the Steam Laundry Co.

Apply at THE ICE HOUSE.

Hongkong, December 1, 1886. 2284

TO LET.

WITH immediate occupation the Commodious PREMISES known as P. & O. Old Offices, lately in the occupation of the HONGKONG & SHANGHAI BANKING CORPORATION.

For further Particulars, apply to the Undersigned.

E. L. WOODIN,

Acting Superintendent.

Hongkong, November 22, 1886. 2220

TO LET.

ROOMS in 'COLLEGE CHAMBERS' No. 16, HOLLWOOD ROAD.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, December 3, 1886. 632

Business Notices.

LANE, CRAWFORD & Co.

ARE NOW MAKING THEIR

ANNUAL DISPLAY

FANCY GOODS FOR PRESENTS,

CHILDREN'S TOYS,

CHRISTMAS CONFECTIONERY,

COSAQUES & BONBONS.

LANE, CRAWFORD & Co.

Hongkong, December 2, 1886. 2202

Chas. J. Gaupp & Co.

HAVE JUST RECEIVED A SPLENDID SELECTION

OF

DIAMOND & GOLD JEWELLERY

SUITABLE FOR

CHRISTMAS AND NEW YEAR PRESENTS:

DIAMOND NECKLETS. DIAMOND RINGS.
DIAMOND PENDANTS. DIAMOND SCARF RINGS.
DIAMOND BROOCHES. DIAMOND SCARF PINS.
DIAMOND EARRINGS. DIAMOND STUDS.
DIAMOND COLLAR BUTTONS.

A Magnificent DIAMOND BROOCH LILY—Price, \$4,000.

Also,

A very Large Invoice of DIAMONDS, from $\frac{1}{2}$ to 5 Carats, 1st Class STONES specially selected and bought very favourably in PARIS.

GOLD NECKLETS. GOLD SCARF RINGS.
GOLD LOCKETS. GOLD SCARF PINS.
GOLD BRACELETS. GOLD SIGNET RINGS.
GOLD BROOCHES. GOLD ALBERT CHAINS.
GOLD EARRINGS. GOLD PENCIL CASES.
GOLD LACE PINS. GOLD SEALS & COMPASSES.

A very fine Selection of PEARL JEWELLERY—the Latest Novelties.

Gold and Silver WATCHES of the best quality in a large variety.

GILT CARRIAGE AND DRAWING-ROOM CLOCKS.

SILVER and ELECTRO-PLATED WARE by the best Manufacturers.

SILVER RACE CUPS.

Hongkong, December 4, 1886. 2308

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

(+)

ARE SHOWING

A CHOICE SELECTION OF

OVER COATINGS,

to which they INVITE the attention of

their Customers.

SPECIALTY

Superfine Black Cloth Dress Suit,

\$30.00.

Hongkong, December 1, 1886. 2283

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,

Proprietors.

Hongkong, September 16, 1886. 1612

KELLY & WALSH, LD.,

LETTS DIARIES 1887.

CHAS. LETTS DIARIES 1887.

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Business Notices.

THE BON MARCHE.

(CHIEF MARKETS.)

ADJOINING THE STAG HOTEL (NEXT DOOR).

CONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES,

At Cash Prices and for Cash only.

WATCHES.

MUSICAL INSTRUMENTS,

ALBUMS.

KNIVES.

CUTLERY.

LEATHER GOODS.

CLOCKS, and a varied Stock of Fancy GOODS of all kinds.

BON MARCHE, next door to THE STAG HOTEL.

Hongkong, September 8, 1886. 1739

W. POWELL & Co.

One of the Largest and Best ASSORTED STOCKS in the East.

MUFFS, COLLARETTES, MANTLES, JACKETS, SETS, TRIMMINGS, TIES,

MADE OF—SEAL, RACON, MARSH, CHIMCHILLA, LYNX, GOAT, CROSSBARK, HARE, HART, FOX, &c., &c. BLACK RABBIT TRIMMING, all widths; SILVER FOX, and GOAT TRIMMING, all widths; WHITE SWANSDOWN TRIMMING, FEATHER TRIMMING and COLLARETTES, &c., &c. FUR LINED COATS, FOR LINED KID GLOVES, REAL SASSIN, MUFF BAGS, &c., &c., &c.

W. POWELL & Co.

VICTORIA EXCHANGE, November 23, 1886. 2225

For Sale.

FOR SALE.

A GRAND PIANO by KAPPE, in good order, the Property of the CHORAL SOCIETY.

Apply to

C. F. A. SANSTER.

Hongkong, December 6, 1886. 2320

FOR SALE.

THE BRITISH BRIGANTINE

DONALD ENA,

240 Tons Register, 2 Years Old, Built in North America for 9 years 2 1/2 ENGLISH TONS, and carries 470 Tons dead-weight on a shallow draft.

For Particulars, apply to

GONSALVES & Co.,

Agents.

Hongkong, December 6, 1886. 2324

FOR SALE.

JULES MUM & Co.'s

CHAMPAGNE.

Quarts, \$20 per Case of 1 doz.

Pints, \$21 " " 2 "

Dubos Frères & de Gernon & Co.'s

BORDEAUX CLARETS and

WHITE WINES.

Baxter's Celebrated 'Barley Bree'

WHISKY, \$7 1/2 per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

Prospectus.

THE HONGKONG HOTEL COMPANY, LIMITED.

ISSUE of \$200,000 Seven Dollars per Cent. MORTGAGE DEBENTURES of \$500 each, to be paid off on the 31st day of December, 1890.

Applications are invited for \$200,000 in 7 per cent. Mortgage Debentures of \$500 each. These Debentures are issued in order to repay the money temporarily borrowed by the Company for the purchase of the property presently mentioned.

The Company are doing a large and increasing business as Hotel Keepers and require an extension of their premises. They have accordingly agreed to purchase the block of buildings situated on the Praya, in the occupation of Messrs. Molchers & Co., and registered in the Land Office as the Kowloon Porting Marine Lot No. 7, for the price of \$192,500. The property measures on the North 108 feet 6 inches or thereabouts, on the South 104 feet or thereabouts, on the East 175 feet or thereabouts, and on the West 175 feet or thereabouts, and it is intended to erect without delay on the said premises a new wing for the Hotel at an estimated cost of not less than \$40,000.

The loan will be secured by a first charge on the said property, which, by a lease dated the 31st December, 1881, was demised to Mr. F. W. Deane for five years from that date at the annual rental of \$10,000, the Lessee paying in addition rates and taxes.

The Debentures will be issued at a premium of \$5 per centum for sums of \$500 each made payable to bearer and carrying interest from the 1st day of January 1887 at the rate of 7 per centum per annum, payable quarterly on the 31st day of March, the 30th day of

Prospectus.

ABRIDGED PROSPECTUS
OF
THE HONGKONG AND
KOWLOON WHARF AND
GODOWN COMPANY
(LIMITED).INCORPORATED UNDER THE COMPANIES'
ORDINANCES OF HONGKONG.CAPITAL. \$1,700,000.
Divided into 17,000 Shares of \$100
each, payable as follows:—
\$25 on application and \$75 on
allotment.Directors:
THE HONORABLE J. BELL-IRVING.
THE HONORABLE F. D. SASSOON.
THE HONORABLE M. P. MCLEWEN.
C. P. CHATER, Esq.
W. H. D. BAILEY, Esq.
M. GROTE, Esq.
E. H. HUNTINGTON, Esq.
J. S. MOSES, Esq.Bankers:
THE HONGKONG AND SHANGHAI
BANKING CORPORATION.Secretary:
ISAAC HUGHES, Esq.Solicitors:
MESSRS. WATSON & DEACON.Auditors:
MESSRS. G. S. COXON AND T. I. ROSE.THIS Company has been formed for the
purpose of amalgamating and work-
ing as one concern the undertaking known
as Messrs. JARDINE, MATHESON & Co.'s
Wharves and Godowns with the undertaking
known as the HONGKONG AND KOWLOON
WHARF, GODOWN AND CARGO BOAT
COMPANY. The objects of the Company are
more particularly set out in the Memorandum
and Articles of Association, copies of which
may be seen in London at the offices of
Messrs. JARDINE, MATHESON & Co., No. 3, Lombard
Street, E.C.; in Shanghai at the offices of
Messrs. JARDINE, MATHESON & Co., and in
Hongkong at the Company's Office, Pedder
Street, Hongkong.The property known as Messrs. JARDINE,
MATHESON & Co.'s WHARVES AND GODOWNS
consists of portions of Marine Lanes Nos.
95, 96, 97 and 98, and a right of water
frontage of over 91 feet, and an area of
over 100,000 square feet, with the God-
downs and buildings thereon, having a
gross storage capacity of over 1,000 tons,
the Godown on the main front
820 x 50, on the arm 325 x 30, and on
the siding 275 x 50, showing a total
berthing capacity of 1180 feet; a pair of
Shoers capable of lifting 20 tons, and rolling
stock, including 4000 feet of Decauville's
patent tramway, 33 waggon and turn-
tables.The property of the HONGKONG AND
KOWLOON WHARF, GODOWN AND CARGO
BOAT COMPANY consists of Kowloon Marine
Lane Nos. 11, 20 and 21, having a Praya
frontage of 1620 feet and an area of 414,000
square feet. The Godown on these lots
have a gross storage capacity of 175,200
tons; three Wharves, one measuring 433
feet long and 37 feet 6 inches broad,
another measuring 475 feet long and
37 feet 6 inches broad, and the third
measuring 501 feet long and 45 feet 5
inches broad,—the largest of the three
lots that enter Hongkong can be berthed
at these wharves at the same time—roll-
ing stock, including 9970 yards (or 5.66
miles) of Fowler's patent tramway, two
weighing machines for waggons, 40 turn-
tables, 50 Fowler's general purpose wag-
gons, 40 Decauville's general purpose wag-
gons, 35 Fowler's double tipping coal wag-
gons, 2 steam hoisting cranes, the steam
laughes Kowloon, Hongkong, and Hecora,
4 solid teak lighters, each capable of hold-
ing 200 tons, and 3 Chinese cargo boats
together capable of holding 1000 tons.
The two undertakings above referred to
have been working satisfactorily for some
period.It has been arranged to purchase Kow-
loon Island Lots Nos. 211, 212, 213 and
214, having a total road frontage of 938 feet
and an area of over 145,000 square feet.
Of the total Capital of \$1,700,000 the
sum of \$1,000,000 has been taken up by
the vendors of the various lands and pre-
mises, as more particularly mentioned in
the Memorandum of Association, and the
remaining \$700,000 only is offered to the
Public for subscription of, and completing
the Godowns and Wharves of the
HONGKONG AND KOWLOON WHARF, GODOWN
AND CARGO BOAT COMPANY will amount
in all to a sum estimated not to exceed
\$1,000,000. The owners of the Godowns
and Wharves have already paid a portion
of the estimated sum, and will continue to
pay so much thereof as falls due up to the
time when the premises are acquired by
the Company, when the Company will re-
pay to these owners so much of the said
estimated sum as they shall then have
paid.Applications for Shares will be received
in London, up to and inclusive of the 15th
January 1887, by Messrs. MATHESON & Co.;
in Shanghai, up to and inclusive of the 31st
December 1886, by Messrs. JARDINE,
MATHESON & Co.; and in Hongkong, up to
and inclusive of the 31st December 1886, by
the Secretary; and the amount payable on
application must be paid to the Hongkong
and Shanghai Banking Corporation. If no
allotment is made the deposit will be re-
turned, without any deduction, but without
any interest, and where the number of
shares allotted is less than the number ap-
plied for, the surplus will be credited in
reduction of the amount payable on allot-
ment and any excess returned.
Forms of applications for shares may be
obtained in London from Messrs. MATHESON
& Co., in Shanghai from Messrs. JARDINE,
MATHESON & Co., and in Hongkong from
the Secretary.
Hongkong, 18th Nov., 1886. 2201

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND
SINGAPORE.THE Steamship *James Watt*, Captain
D. P. PEARCE, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to
the Undersigned for countersignature, and
to take immediate delivery of their Goods
from alongside.The Steamer is berthed at the Kowloon
Pier and Cargo impeding her discharge
will be at once landed and stored at Con-
signees' risk and expense, and no Fire
Insurance will be effected.All Claims against the Steamer must be
presented to the Undersigned on or before
the 15th Instant, or they will not be re-
cognised.RUSSELL & Co.,
Agents.

Hongkong, December 5, 1886. 2203

Notices to Consignees.

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.FROM SOERABAYA, SAMARANG,
BATAVIA, SINGAPORE AND
SAIGON.THE Company's S.S. *Devonshire* having
arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods are being landed at their
risk into Messrs. JARDINE, MATHESON &
Co.'s Godowns, West Point, whence delivery
may be obtained.
Cargo remaining undelivered after the
8th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, December 1, 1886. 2286

FROM LONDON, PENANG AND
SINGAPORE.THE S.S. *Glenora* having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods, with the exception of Opium,
are being landed at their risk into the
Godowns of the Undersigned, whence and/or
from the Wharves or Boats delivery may be
obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 5 p.m.
To-day, the 3rd Instant.
Cargo remaining undelivered after the
11th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, December 3, 1886. 2284

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for any
Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—
AOLIN, German brig, Capt. John
Focke. Schellhas & Co.
AOLIN, British 3-masted schooner, Capt.
B. Bright—Master.
OLANO BABUYAN, British barque, Capt.
Wm. Brown—Chinese.
EISE, German brig, Capt. E. Schwartz.
—Chinese.
EXOS SOULE, American ship, Capt. J. T.
Soule—Master.
FRED. P. LITCHFIELD, Am. barque, Capt.
O. C. Young—Gonsalves & Co.
HILDA, British schooner, Capt. O. Olin.
—Captain.
JOHN C. POTTER, American ship, Capt.
H. Curtis—Order.JOHN FRABRY, British ship, Capt. Thos.
Ryan—Messageries Maritimes.
SARAH HIGNETT, American ship, Capt. A.
Morgan—Ed. Schellhas & Co.
STRATHEDIN, British steamer, Capt. Wm.
Hutton—Arnhold, Karberg & Co.
VENTURA, Spanish barque, Captain R.
Estival—Remedios & Co.

To-day's Advertisements.

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAM-
SHIP COMPANY, LIMITED.The Company's Steamer
Herion, Capt. W. H. WATSON, will
be despatched for the
above Ports on FRIDAY, the 10th Instant,
at 8 a.m.For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, December 7, 1886. 2239

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.THE S.S. *Arcton*, appearing having arrived
from the above Ports, Consignees
of Cargo are hereby requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods from alongside.
Cargo impeding the discharge will be at
once landed and stored at Consignees' risk
and expense, and no Fire Insurance will be
effected.
Consignees are hereby informed that all
Claims must be made immediately, as none
will be entertained after the 10th Instant.DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, December 7, 1886. 2237

To-day's Advertisements.

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.The Co.'s Steamship
Devonshire,
Capt. HORTON, will leave
for AMOY on THURS-
DAY, the 9th Instant, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, December 7, 1886. 2236

SHIRE LINE OF STEAMERS.

S.S. *MERTONTHSHIRE*, FROM
HAMBURG, ANTWERP, LONDON
AND SINGAPORE.CONSIGNEES of Cargo are hereby in-
formed that all Goods, with the exception
of Opium, are being landed at their
risk into the Godowns of the Undersigned
at Wharves, behind the premises known as
No. 3, 'Bhun Buildings', whence and/or
from the Wharves or Boats delivery may be
obtained.
Cargo ex *Monmouthshire* from New York
has come forward by this Steamer.
Optional Cargo will be forwarded on, un-
less notice to the contrary be given before
Noon To-morrow.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 14th Instant will be
subject to rent at the rate of one cent. per
package per day.
All Claims against the Steamer must be
presented to the Undersigned on or before
the 14th December, 1886, or they will not
be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, December 7, 1886. 2231

Japan! Japan! Japan!!!

NOTICE.

Kuhn & Co.,

OF YOKOHAMA.

BEG respectfully to announce that they
will exhibit and offer FOR SALE
during the month of DECEMBER, one of the
—GRANDEST COLLECTIONS—
OF
ANCIENT AND MODERN JAPANESE
CURIOS,
WORKS OF ART,
EVER SEEN TOGETHER,
comprising:—
BRONZE, LACQUER, IVORY, CLONSTONE,
SILK BROCADES, SORRENS, QUILTS, GOWNS,
JACKETS, CERTAINES, JEWELLERY, &c., &c.

OVER.

50,000 ARTICLES from 25 CENTS
to \$5,000 AN ARTICLE.

Hongkong, December 7, 1886. 2230

VICTORIA REGATTA.

THIRTY-FIRST MEETING.

THURSDAY, FRIDAY, AND SATURDAY,
16th, 17th and 18th December, 1886.Patron:—His Excellency W. H. Marsh,
C.M.G.
Vice-Patrons:—His Excellency Vice-Ad-
miral Vesey Hamilton, C.B., R.N.; His
Excellency Major-General Cameron, C.B.;
The Honourable Sir George Phillips,
K.C.T., C.M.G.; The Hon. Mr. J. S. Sassoon,
Esq.; Colonel Anderson, Northamp-
tonshire Regt.; Honourable J. Bell-
Irving, Esq.; Major-General Gordon; Captain
Harris, R.N.; H. Hoppus, Esq.; E. H.
M. Huntington, Esq.; N. G. Mitchell,
Esq.; J. G. Keck, Esq.; J. S. Sassoon,
Esq.; J. H. Thompson, Esq.;
Hon. Secretary:—J. H. Stewart Lookhart,
Esq.
Hon. Treasurer:—R. T. Wright, Esq.
Judges of the Racing Races:—Commander
Rumsey, R.N., and A. E. Travis, Esq.
Impress and Starter:—Hon. A.
P. Mackintosh, and E. L. Woodin,
Esq.;—Yachts, and Open Sailing Boats,
W. H. Ray, Esq.; and E. Burnie, Esq.
Judges of the Sailing Races:—Lieut. Keig-
win, R.N.

FIRST DAY.

Thursday, 16th December, 1886.

1st RACE.—12.30 p.m.—'JUNIOR SOULS'.
For Single Pair Sailing Boats. En-
trance, \$5. Distance, One Mile. Prize,2nd RACE.—1.30 p.m.—'PROFESSIONAL CUP'.
(Open to crews composed of Profes-
sional, Mercantile, and Tradesmen.)
Distance, One Mile. Time for Oars.
3rd RACE.—2.30 p.m.—'TO BE ROWED IN
GIGS'. (Open to Naval and Military
Officers of all Nationalities.) Distance,
One Mile. Time for Oars.4th RACE.—2.30 p.m.—'AMERICAN CUP'.
For Four Oars. Distance, One Mile.
Entrance, \$10. Time allowed for
Oars, 8 seconds per Oar. (Winner of
4th Race on 1st Day to be excluded.)
5th RACE.—4.30 p.m.—'MEMBERS' CUP'.
Presented by Members of the Victoria
Recreation Club. For Four Oars.
Distance, One Mile and a-half. En-
trance, \$10.SAILING RACE.—FOR ALL OPEN BOATS.
Chinese excluded. Entrance, \$2.
First Prize, \$20; Second, \$10.
YACHT RACE.—FOR YACHTS UNDER 10
TONS. Entrance, \$5. Time for Ton-
nage. Cup presented by the Victoria
Recreation Club.

THIRD DAY.

Saturday, 18th December, 1886.

1st RACE.—12.30 p.m.—'SENIOR SCULLS'.
For Single Pair Sailing Boats. En-
trance, \$5. Distance, One Mile. Prize,
2nd RACE.—1.30 p.m.—'FOR MERCHANT
VESSELS'. Gigs. Distance, One Mile.
Entrance, \$1. First Prize, \$15; Second,
\$5.3rd RACE.—1.30 p.m.—'PROFESSIONAL CUP'.
(Open to crews composed of Profes-
sional, Mercantile, and Tradesmen.)
Distance, One Mile. Time for Oars.
4th RACE.—2.30 p.m.—'TO BE ROWED IN
GIGS'. (Open to Naval and Military
Officers of all Nationalities.) Distance,
One Mile. Time for Oars.5th RACE.—2.30 p.m.—'AMERICAN CUP'.
For Four Oars. Distance, One Mile.
Entrance, \$10. Time allowed for
Oars, 8 seconds per Oar. (Winner of
4th Race on 1st Day to be excluded.)
6th RACE.—4.30 p.m.—'MEMBERS' CUP'.
Presented by Members of the Victoria
Recreation Club. For Four Oars.
Distance, One Mile and a-half. En-
trance, \$10.SAILING RACE.—FOR ALL OPEN BOATS.
Chinese excluded. Entrance, \$2.
First Prize, \$20; Second, \$10.
YACHT RACE.—FOR YACHTS UNDER 10
TONS. Entrance, \$5. Time for Ton-
nage. Cup presented by the Victoria
Recreation Club.

SHARE LIST.—QUOTATIONS.

DECEMBER 7, 1886.

Stocks.	Nos. of Shares.	Value.	Paid- up.	Position per Last Report.	Last Dividend.	Closing Quotations, Cash.
BANKS.						
Hongkong and Shanghai Bank Corp.	50,000	\$12	all	\$4,500,000 For equal of 100 shares	\$11,760.30	68 1/2 prem.
INSURANCE.						
North-China Insurance Co., Ltd.	5,000	\$24	all	\$1,000,000 For equal of 100 shares	100.132.00	210. per share
Yonglao Insurance Company, Ltd.	8,000	\$2	all	\$50,000	3,050.70	115
Yonglao Insurance Society Co., Ltd.	10,000	\$25	all	\$75,000	439,080.41	\$81.31
China Traders' Insurance Co., Ltd.	24,000	\$83.32	all	\$18,524.75	202,760.00	188.5
Canton Insurance Office Co., Ltd.	10,000	\$250	all	\$600,000	404,404.00	188.5
Chinese Insurance Co., Limited	1,500	\$1,000	all	\$28,111.55	2,938.89	6 1/2 for 1885
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	all	\$1,000,000	233,482.55	6 1/2 for 1885
China Fire Insurance Co., Ltd.	20,000	\$100	all	\$55,700	228,811.67	6 for 1881
Singapore Insurance Company, Ltd.	40,000	\$100	all	\$20	17,000	222
STEAMSHIP COMPANIES.						
H.K. & M. Steamship Co., Ltd.	8,000	\$100	all	\$180,000	12,830.74	6 1/2 half year
Douglas Steamship Co., Limited	20,000	\$60	all	\$142,370.01	1151.15	8 1/2
Indo-China S. N. Company, Limited	15,397	\$10	all	\$2,487.59	7 for 1885	8 1/2
60,000 shares issued	31,212	\$10	all	...	...	25 discount
China and Manila S. S. Co., Ltd.	3,500	\$100	all	...	...	...
MISCELLANEOUS.						
H'kong & Whampoa Dock Co., Ltd.	12,500	\$12	all	\$18,000	6,701.45	7 1/2 half year
H.K. and China Gas Co., Limited	5,100	\$10	all	\$9,177.31	1,547.31	10 1/2 and 2 1/2
New Shares	1,000	\$7.10	all	...	...	...
Hongkong Hotel Company, Ltd.	3,000	\$100	all	\$3,000	1,321.41	85 half year
China Sugar Company, Limited	9,000	\$100	all	\$13,451.51	111.14	111.14 per share
Hongkong Ice Company, Limited	5,000	\$25	all	\$20,000	1,125.30	112 per share
Hongkong Bakery Company, Ltd.	5,000	\$50	all	\$6,000	690.66	\$120
Lonan Sugar Company, Limited	7,000	\$100	all	\$1,094.52	3	112
Perak Tin Mining & S'ing Co.	5,000	\$50	all	...	...	None
Punjab & S'inghis D'ua Samat	40,000	\$10	all	...	...	None
Mining Co.	40,000	\$10	all	...	...	None
H'kong Rope Manufacturing Co., Ltd.	3,000	\$50	all	...	...	7 1/2
H. & M. Glass Manufacturing Co.	4,000	\$50	all	...	...	6 1/2
A. S. Watson & Co., Limited	3,800	\$100	all	...	...	First year
H.K. High-Level Tramways Co., Ltd.	1,250	\$100	all	...	...	372.95
LOANS.						
Chinese Imperial 1881	8,566	\$1	all	...	...	8 1/2
" " 1884	2790	\$1	all	...	...	8 1/2
" " 1885	2790	\$1	all	...	...	8 1/2
" " 1886	2790	\$1	all	...	...	8 1/2
Chinese Imp. (Ch. Bank Loan) 1885	2790	\$1	all	...	...	8 1/2

To-day's Advertisements.

'Brokers' Cup'. Three Boats to start
or no Race. Open to any one who has
never won a Sculling Race in China or
Japan.2nd RACE.—1 p.m.—FOR HEAVY GIGS
pulled by European Non-Commissioned
Officers and Men of any Regiment or
Corps in Garrison, or by European
Members of the Police Force. The
Boats to be approved by the Com-
mittee. Time allowed for Oars: Dis-
tance, One Mile. Entrance, \$1. First
Prize, \$15; Second, \$5.3rd RACE.—1.30 p.m.—'JAGSON CUP'.
Open. For Four-Oars. Distance, One
Mile. Entrance, \$5.4th RACE.—2 p.m.—FOR MEN-OF-WAR'S
GIGS AND WHALEBS. Distance, One
Mile. Entrance, \$1. First Prize, \$15;
Second, \$5. Time allowed for Oars,
8 seconds per Oar.5th RACE.—2.30 p.m.—'PARSEE CUP'.
For Double Sculls. Distance, One
Mile. Entrance, \$5.6th RACE.—3 p.m.—'GRIMPS RACE'. For
Four-Oars. Chinese Cup. (For rowers
who have never faced a starter in a
Regatta.) Distance, One Mile. En-
trance, \$5.7th RACE.—4 p.m.—FOR MEN-OF-WAR'S
OUTRIGERS. Distance, One Mile. En-
trance, \$1. First Prize, \$15; Second,
\$5. Time for Oars, 6 seconds per
Oar.8th RACE.—4.30 p.m.—'THE 'CHAIRMAN'S
CUP'. For Four-Oars. Distance, One
Mile and a-half. Entrance, \$10.SAILING RACE.—FOR MEN-OF-WAR'S BOATS,
any rig. Entrance, \$2. First Prize,
\$20; Second, \$10.SAILING RACE.—FOR MERCHANT SHIPS'
Boats only. Entrance, \$2. First Prize,
\$20; Second, \$10.YACHT RACE.—FOR YACHTS OVER 10 TONS.
Entrance, \$5. Time for tonnage. Cup
presented by the Victoria Recreation
Club.

SHIPPING.

ARRIVALS.

December 7, 1886.

Arcton, Appear, British steamer, 1,302.
A. B. Macfarlane, 1,302, Calcutta Nov. 19.
Penang 26, and Singapore 29, Opium,
Cotton, Saltpeetre and Sundries.—DAVID
SASSOON, SONS & Co.Loire Inférieure, French steamer, 533.
Pillivray, Haiphong December 3, Ballast.
—CARLOWITZ & Co.John C. Potter, American ship, 1,282, H.
Curtis, Nagasaki Dec. 1, Coal.—ORDER.Propontis, British steamer, 1,387, Geo.
Heasley, Saigon Dec. 1, Rice and Paddy.
—ARNHOLD, KARBERG & Co.Merionethshire, British steamer, 1,250,
W. H. Dutton, R.N.R., London and Singa-
pore November 23, General.—ADAMSON,
BELL & Co.

DEPARTURES.

December 7.

China, for Bangkok.
Nanao, for Coast Ports.
James Watt, for Yokohama and Kobe.
Adina, for Swatow and Hecora.
Signal, for Swatow and Hecora.
Saratoga, for Singapore and London.
Electra, for Singapore and Hamburg.
Tevit, for Saigon.
Rohilla, for Europe.
Venice, for Sourabaya.

CLEARED.

Arrive, for India.
Wooling, for Saigon.

PASSENGERS.

ARRIVED.

For Arcton, Appear, from Calcutta, &c.,
300 Chinese.For Loire Inférieure, from Haiphong,
Messrs. Colin Jamieson, Markwick and
Chapman, and 3 Chinese.For Propontis, from Saigon, 54 Chinese.
For Merionethshire, from London, &c.,
Mrs. Squire, Miss East, nurse and 6 chil-
dren, Messrs. Neilson, Peckham, Douglas
(2), R. Jack and R. Holmes, and 82 Chi-
nese.

It will be a satisfaction to the community generally to learn that the official reports on the Gap Rock have at last been sent off, that they unanimously recommend that Rock as the best site for a lighthouse, and that his Excellency the Acting Governor has also given his support to the proposal. There is therefore good ground for hoping that this long-projected scheme will soon receive the sanction which will enable it to be realized. It might be as well for the information and satisfaction of the public to have the various reports published. They cannot be regarded in any way as confidential papers, while their publication might lead to sensible and practical suggestions.

In connection with the recent disclosures regarding the death rate at the Convent and Wong Shing's question concerning destination and the Tung Wah Hospital, it may be interesting to note the opinion of the *Lancet* on the Medical Staff of the Colony. At the end of a review of the report of the Colonial Surgeon (Dr. Ayre) for 1885, that paper says:—"The Colonial Medical Staff is still kept down at starvation point, and is obviously insufficient for the duties required of it, especially in the event (by no means improbable) of even one of its members falling sick. We trust that the question of the increase of its members may receive the favourable consideration of the Colonial Office."

There are some more of the useful minutes compiled for publication as the official record of the proceedings of the Legislative Council. We have italicized the parts which are particularly valuable and interesting.

Questions.—Mr. MacEwen, pursuant to notice, asked:—

For a Return of the number of deaths registered as occurring in the French and Italian Convents since January, 1880. The Return to show the cause of death, and the numbers under 1 year of age, under 10 years, and over 10 years; and to call for any papers on the subject.

The Acting Colonial Secretary replied.—Mr. MacEwen, pursuant to notice, asked:—The reason for the delay in appointing the promised Commission to enquire into the subject of Interpretation, and when such Commission will be appointed.

The Acting Attorney General replied.

Two correspondents which we publish in another column show that the Viceroys of Kwangtung still remain deaf alike to the orders of the Imperial Government and the representations of the foreign merchants and consuls. His conduct in this matter has throughout been most contumacious as well as short-sighted, and indeed it is through his obstruction, and his alone, that the navigation of the Canton river has remained so long impeded. His contumacious in one part of the proceedings almost amounted to jocularly. Some months ago, when the obstructions formed almost a burning question, the foreign consuls, or most of them, proceeded in a body to the spot where they are constructed to see whether there was any foundation for the report that the obstructions were imaginary. Their visit convinced them that in this matter the common report was well founded, and they expressed their views freely. This got to the ears of the zealous Viceroy. Prompt enquiries were instituted. It was found that the contractor who had been entrusted with the work had not fulfilled his contract; and on the same night operations were commenced to make the sham barriers real. This is how the Viceroy Chang Chih Tung carried out the orders he received from Peking in August 1884 to clear away the obstructions as soon as possible. We presume it will be useless to expect any improvement so long as this obstinate personage holds the viceregal power.

We give in another column details brought on by *Le Courrier d'Haiphong* with regard to the disasters that have befallen the French in Tonkin. The news is doubtless not so late as the information we published yesterday from Pakhoi, as the communication between Haiphong and Ha-koi is very restricted. The details given relate only to the conflict at Mong-kai and Hai-ninh, and all that is said of Ha-koi is that the place is in flames. Lieut. MacMahon, a younger son of the former President of the Republic, is said to be enclosed with two hundred men in a blockhouse at Ha-koi, and to be held pressed by the pirates. The news from Pakhoi was to the effect that the garrison at Ha-koi had been massacred to the number of 50, but whether this refers to MacMahon's men or not it is difficult to say. The most important part of the details is yet to come. The position of MacMahon was a very critical one. He had evidently been driven from the village to the blockhouse, which is situated at the extremity of a narrow tongue of land at the confluence of two rivers. We scarcely believe that Lieut. MacMahon, with 200 men at his back and plenty of provisions, would have fallen before the attack of Chinese pirates, but of course it is impossible to say what odds were against him. The pirates after sacking Mong-kai had driven on to Ha-koi, which is thirty miles further South, and doubtless on the way their numbers would have been greatly augmented as the fame of their success spread.

The French Commission, as we reported some time ago, had finished its work in the upper Red River and had arrived safely in Ha-koi from Lao-kai. It was the intention of the members to go to Hai-ninh to delimit the frontier near the coast, and it appears they had sent forward M. Haitee, along with

M. Bohin the topographer, to prepare the way for their arrival. Mr. Colin Jameson, who arrived here to-day from Haiphong, accompanied the Commissioners from Lao-kai to Haikoi, and he reports that when he left the latter place the Commissioners, with the exception of M. Haitee and M. Bohin, had not yet set out on their journey. It would therefore seem that only one Commissioner, M. Haitee, has been killed, M. Bohin having luckily escaped. The fatality therefore has not fallen on the commission but on the garrison to which the two other officers killed (Messrs Perrin and Farlay) belonged. The French Commission consisted of Messrs Dillon, Tisserand, Haitee, Nois, Duru, Bohin, and Delenda; M. Dillon being president. Mr. Jameson Hart, brother of Sir Robert Hart, is known to be in Kwang Si with the purpose of joining the Chinese Commission. There was of course never any ground to suppose he had been captured and killed; and it is difficult to see what purpose could be served in raising, as a contemporary did, such a supposition for sensational purposes.

A little work will shortly appear from the Intelligence Department of the Horse Guards treating of the "Armed Strength of Japan," a country which has made considerable progress of late years in the development of its military establishment.

The National Life steamer *America* experienced severe gales on one of her last voyages to New York. Captain Graco, who was on the bridge for forty-two consecutive hours, complained of a slight chill, and died four hours later, without having given any warning that he was seriously ill.

English literary circles have another sensation. An anonymous writer, "Vocantania," accuses Lord Tennyson of plagiarism in the poem "Columbus," published six years ago. The critic shows that eleven years ago a poem on "Columbus at Seville" was written by Joseph Ellis, and the similarity of the two is remarkable.

Mr. George Alexander Hoskyn, Assistant Paymaster, R.N., died on the 26th inst., at Kilburn, in his thirty-sixth year. He was appointed to the *Cockatrice*, when commissioned as Lieutenant, in January, 1883, for the China Station, and had only just returned to England on that ship, being paid off and recommissioned for further service on the station.

Marie Twain (S. L. Clemens), writing to the Scottish Society of Literature and Art, says:—"I have just received your favour conveying the very gratifying announcement of my election as a corresponding member of the Scottish Society of Literature and Art, and I use all diligence in replying to the society with high appreciation of the compliment which they have paid me. I accept with pleasure this dignity, which somehow seems in some vague, spiritual way to connect me with the literary people of Scotland, and comrades me with the blood of Scott and Burns."

It is stated that a grave crisis has occurred at the Royal Small Arms Factory, Enfield Lock. The action of the proposed new rifle, the Enfield Martini, has been found to be too complicated for adoption, the barrel only being deemed satisfactory. Practical men, however, state that, in view of the necessary alteration that must be made in the action, the barrel also will be superseded. The result is that labour in these departments has been brought to a standstill. The necessary alteration will require some time, and then the machinery must be altered to suit the new pattern. The number of men who will be superfluous from work is estimated at from 1,000 to 1,500. Four hundred were temporarily suspended on Oct. 16 and 300 on the 23rd.

A LONDON telegram published in the American papers reads as follows:—"Recent Government experiments with torpedoes show that those which are propelled like the fish, and which are generally supposed to be. The Government has approved and is on the point of concluding the purchase of Brennan's torpedo, which is thirty or forty feet long and like a small submarine boat. It can be steered against the tide or under the keels of a ship and carries an enormous charge. It is expected that the Government will give Brennan \$500,000 for it."

A QUEENSLAND journalist informs the public how the Press in his locality is worked. He is sub-editor, compositor, and correspondent and looks after the dog-fights. The weekly sermon and the sporting intelligence sometimes get mixed, as in this way:—"He said, 'Saddle me the ass,' and the saddled him, and he finally came in a good first, beating Ben Bolt on the post by a neck." The editor's disregard for lines has alienated the support of the audience and chemist and the rest of the aristocracy. The leading article "commenced invariably with a vicious attack on Prince Bismarck and ended with an anecdote about the sagacity of dogs. There is one article which has been in type for two years. It was originally written attacking Mr. Gladstone, and it has been used weekly ever since with the proper names altered."

THE MAINZ *Shimbon* publishes the following telegram:—

Kobe, November 25th, 9.40 p.m. The *Normanton* lies in 50 fathoms of water, and the divers cannot operate in consequence. The body of one passenger has been seen in the locality. The *Japan Gazette* says:—"The blustering excitement evinced by the Japanese people for the past fortnight over the *Normanton* affair is subsiding rapidly, in the capital at least, and not only is there an almost total absence of the angry articles, notes, letters, &c., which have lately filled the columns of the vernacular press, but we notice that the expected reactionary movement appears to have set in. To-day's issue of the *Yiji Shimpo* warns the public in strong terms against the prevailing tendency to go too far a course, which must, it says, prove injurious to the welfare of the country at the present critical period. It is all very well, remarks our contemporary, to resort to an intonation, and to cry against a grievance, but it is most illogical and unreasonable to condemn the English as a nation on account of an intonation committed by one or more of their countrymen. Nor is it wise to blame Christianity because a few who are supposed to be Christians have proved bad."

In this manner the *Yiji Shimpo* endeavours to arrest the current of excitement, which itself and contemporaries helped to set on foot, and to put in motion, and now earnestly exhorts the people to wait for the result of the trial which is to take place in a few days.

The University of Vienna has for the first time conferred the degree of Doctor in Philosophy, *honoris causa*, on an Orientalist. The gentleman thus distinguished is a Persian named Bahadur Dastur. He taught at the College of Poona, and Archpriest of the Parades in the Deccan. The new doctor owes his degree to the assistance which he has given to Professor Geldner, who was commissioned by the Imperial Academy of Sciences in Vienna to prepare an edition of the holy books of the Persians.

AZZURIO ORTON is again in trouble. An American telegram describes his misfortune as follows:—"New York, November 7th.—Arthur Orton, whose claims to the title of 'the man who sailed in the One Hundred and Sixty-Ninth New York Volunteers, and with endeavours to draw the pre-emptible pension of the alleged Orton. Orton is locked up in the Raymond Street jail in default of \$2,500 bail. He will be heard on Tuesday."

Under the name of Curtis the claimant drew \$3,600 back pension money for the loss of the fingers of his right hand. The information leading to his arrest came from California, where the prisoner has recently been living. He is about thirty-two years ago. He said that he was the real Sir Roger Tichborne, and that he was in this country in the war, under the assumed name of Curtis, and was entitled to a pension. His fingers are gone.

The following telegrams are taken from the *Bangkok Gazette*:—

Mandaly, 17th November.—His Excellency Sir Frederick Roberts and Staff arrived here to-day, in the gunboat *Yarra*. He was received by a guard of honour, and the usual salutes were fired. After a hurried visit to the Bangkok Hospital, &c., he will re-embark and proceed to Ava and Sargajung, to inspect the garrisons there. He intends to return to-morrow, when he will make his formal entry into Mandalay, with a Cavalry escort. On his arrival at the Palace a salute will be fired.

The principal Survey Party, under Mr. F. R. Bagley, Executive Engineer, left to-day, to complete the last link in the Tounghoo-Mandalay railway line, viz. that from Moulkila to Yachetown. The work of construction will be commenced in December.

Mandaly, 17th November.—An important leader in the Sargajung District has tendered his submission, and is bringing in a number of guns and cannon. His example has been followed by a number of less important chiefs.

Operations are to commence immediately in the Chinindwin District. Mr. Colquhoun is to accompany the expedition as Political Agent.

NIAGARA FALLS (N. Y.), November 7th.—Lawrence Donovan of New York, who recently jumped from the Brooklyn bridge into the East river, jumped from the St. James bridge into the river at about 6.55 o'clock this morning. He came from Buffalo last night and stayed at Suspension Bridge. His jump was witnessed by four or five persons. He was accompanied by Professor Haley and Mr. Drew, a reporter of the *Buffalo Post*. The jump was carefully a distance of 100 feet, and he went straight down, feet first. He came up somewhat dazed, but struck out for the boat, in which were Messrs. Drew and Haley. He was taken in and stimulants were given him. He is not seriously injured. One of his ribs has been broken, and his hip is bruised. He said before he got out of the water that he would not jump again for a million dollars. Afterward he said that he would jump next summer for \$100,000. He said that he wanted to jump at Rochester and then quit the business.

It is almost a pity that Donovan did not smash all his ribs. Probably if this had happened, this insane practice of jumping from high bridges would have received its quietus.

THE FRENCH REVERSES IN TONKIN. The following letter from the Acting Colonial Secretary to the Chamber of Commerce has been handed to us for publication by Mr. H. U. Jeffries, the Acting Secretary of the Chamber:—

Copy—No. 1947. Colonial Secretary's Office, Hongkong, 1st December, 1886.

SIR,—I am directed by the Officer Administering the Government to inform you that all necessary reports on the proposed Lighthouse for the Southern approaches to the harbour having been obtained, His Excellency has forwarded the same to the Secretary of the Chamber of Commerce, and has recommended your proposal for favourable consideration. His Excellency has also forwarded copies of the reports referred to to His Majesty's Minister at Peking for the information of the Chinese Government. We have taken the opinion of the different persons consulted the Gap Rock is the best site for this lighthouse; and, although some difficulty will be experienced in landing materials for its construction, such difficulty is not insuperable. I have the honour to be, Sir, your most obedient servant.

(Sd.) F. STEWART, Acting Colonial Secretary.

THE FRENCH REVERSES IN TONKIN. DEPLORABLE HEARING. The mail which arrived from Haiphong this morning has brought some details with regard to the massacre of the French Garrison at Mong-kai which we reported yesterday on the strength of information received from Chinese sources at Pakhoi. The details are wanting with regard to the massacre at Ha-koi; but what we do know does not lessen but rather increases the serious aspect of the situation on the Tonkin frontier. The attacking party were pirates, but they were assisted, so the French say, by companies of Chinese with the uniform of Regulars. The fighting at Mong-kai lasted three days, the 25th, 26th and 27th November, and the little French Garrison seems to have fought bravely before it fell a prey to the merciless bands that attacked the place. The following description of the battle is given in *Le Courrier d'Haiphong*:—

Mong-kai is an important Chinese market, situated at the confluence of the Song-Mong-Kai and the canal of Hai-Ninh. It is a place forming the frontier between China and Tonkin opposite the Chinese village of Thong-Hin. These two places communicate with each other at low water, but at high tide

the depth of water is considerable. To the South of Mong-Kai, about 950 yards distant, is the village of Hai-Ninh. The canal is situated about 130 yards to the east of that village. The south-west angle of the citadel communicated by means of a covered road with a mamelon upwards of 1000 feet high and overlooking the whole region. At the summit of this mamelon a blockhouse was in process of construction and was destined for the Chancellor and the Postmaster.

Mong-Kai was the place where the Delimitation Commission was to meet. M. Haitee, one of the members of the Commission, was delegated by the President of the Commission to visit at Mong-Kai for His Excellency Tong, the President of the Chinese delegation. M. Haitee was accompanied by Lieut. Bohin, attached to the Commission as topographical officer.

Neither M. Haitee nor M. Bohin suspected anything from the inhabitants, the tranquility in the district was so complete, and they had installed themselves at Mong-Kai one of the houses reserved for the Commission. On the 25th Lieut. Bohin left with some men to make a topographical reconnaissance of the frontier district at Cape Pak-lung. The citadel of Hai-Ninh was at that moment occupied by M. Perrin, clerk of the Resident, and M. Farlay, overseer of works, with about 20 chasseurs and militia; while at Mong-Kai there still remained M. Haitee with seven or eight men.

During the night of the 24th and 25th the citadel was attacked by Chinese pirates, and shortly after the house of M. Haitee was attacked. Towards the morning M. Haitee had to escape and seek refuge in the citadel, meeting on the way M. Perrin who was going to relieve him. During the night of the 25th and night of the 26th and 27th, the attacks continued, the attack on the 26th lasting till seven o'clock in the morning. With the garrison provisions were exhausted, there was no water, and the stock of ammunition was diminishing rapidly.

The presence of Chinese waiting the uniform of regulars was discovered. On the night of the 26th and 27th the attacks were more fierce and the assaults increased. At seven o'clock in the morning the assailants became more numerous, the uniforms of Chinese Regulars appearing in the ranks. The assailants at this moment were about 1500 strong. The attacks during the night had exhausted the ammunition, and there now remained for the men only a few cartridges.

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THE LATE FREDERICK ARCHER. Concerning the above a contemporary says the suicide of Frederick Archer, the celebrated jockey, would be inexplicable on any theory which connects human contentment with exceptional prosperity. A sporting paper, in recently calculating his yearly income, could estimate it at no lower figure than twelve thousand pounds per annum. He was reported to be worth a hundred thousand pounds, for he not only made much, but he had the good sense to take care of what he got. He had a phenomenally successful career, and he merited it. Although he was probably not a better all-round horseman than Gannon, or a better judge of pace and a better finisher than Forcham, he had the rare and valuable knack of almost invariably starting off well, and, after securing a good position in the race, of steadying his horse and reserving its full energies for the proper time. He was one of the tallest jockeys on the turf, being quite five feet ten inches, and he rode very light, not the last two or three years; but of late his lowest weight has been about 8st. 8lb., at which weight he rode Orlando in the Champion Stakes on the 14th of the last month, declaring some three lbs. overweight. He received his education in Matthew Dwyer's stable, and he married a daughter of the old trainer. The record of his success stands off with five Derby—on Silvio in 1877, on Bond or in 1880, on Iroquois in 1881, on Melton in 1885 and on Orlando in the present year. He also won the Two Thousand Guineas on Atlantic in 1874, on Clarendon in 1879, on Galliard in 1883, on Paradox in 1885, and on Orlando in 1886; the One Thousand Guineas on Spinaway in 1876 and on Wheel of Fortune in 1879; the Oaks, on Spinaway in 1875, on Janette in 1878, and on Lenoxy in 1885; the St. Leger on Silvio in 1877, on Janette in 1878, on Iroquois in 1881, on Melton in 1885, and on Orlando in 1886. This is a unique and wonderful record. Confidence in "Archer" was almost unbounded, and it was justified by a list of successes almost past mentioning in all the most important handicaps. Archer was a very young man—he was under thirty—in comparison with others, except the Burtons, who have obtained anything like his fame, and his death leaves a very perceptible blank, for he was a first-rate jockey, a sporting more, and had a host of friends, among whom the foremost was the Earl of Rosebery.—*Bombay Gazette*.

AN EXAMPLE OF PERSIAN JUSTICE. On the side of the high road to Shiraz, thirty miles before the city is reached, going north stands a bare pole. This marks the place where the late Sir Reginald Collinson was found after his murder.

Sergeant Collins was an inspector of the telegraph line: a man of great personal bravery. He had been a sapper, had been through the China war, and had nearly completed his service for honour: an old soldier of the best type, brave, honest, and thorough. Accompanied by his wife, two servants (a man and woman), and two muleteers, he started on his inspection duty. Collins was hardly convalescent from a fever attack when he started, and he had no choice in travelling but to lie on a mattress slung on a loaded mule. At early dawn on a day a muleteer suddenly cried, "Sahib, they have blocked the road," and looking ahead, the Sergeant saw some men in front who were covering him with their guns. At the same moment these men ordered him to dismount. Now the Sergeant was the best shot in Persia. He had been twice shot, and he fired his revolver twice. The robbers rushed in, firing as they came; and Collins was hit in two places, death being instantaneous. After heading the lifeless body with their iron-headed sticks, the robbers blindfolded and carried off his wife and the two servants, detaining them in a dell after midnight.

At the persistent instigation of the English Minister at Teheran, the Persian authorities arrested the three principal robbers. Another of them committed suicide to avoid capture, and his head is now in a gunshot wound, apparently inflicted by Collins. But the Persian authorities, though they had got the criminals in jail, seemed very loath to bring them to justice. But at length Mirza Hassan-Ali-Khan, C.S.I., our Agent at Shiraz, succeeded in leading the three robbers to the English Consul, into trying the robbers.

The proceedings were very curious. There was no doubt of the guilt of the men, but there were no witnesses of the murder. The Sergeant was dead, his wife and his two servants had been frightened out of their wits, and the robber declared that he could remember nothing. The English in Persia justly felt that it would be a serious thing to allow the assassins to escape, and yet the difficulty of bringing their guilt home to them in the regular legal way seemed all but impossible. What was to be done? Well, in Persia justice, though almost always tardy, is swift as a rule; and often arrives at correct conclusions by tortuous paths. The Zil-e-Sultan, finding that the English Minister would not remain satisfied, ordered the robbers to be brought before him. There was no court, in our sense of the term; no fear of course, for the Persian Government himself embodied the law. Half a dozen courtiers lolled against the wall, their arms respectfully crossed upon their breasts. Seated on a silk mattress in a corner of the room, his back supported by gold embroidery, the ruler of Persia, Prince Twiddled his moustache, or, saying he was tired, he ordered the robbers to be hanged by the necks of their necks, or, saying he was tired, he ordered the robbers to be hanged by the necks of their necks.

The three men were dressed as villagers usually are in tall felt caps, and long felt coats. When they were taken to the hall of audience they were still heavily armed; for these men are often desperate criminals, and would not hesitate for a moment to murder their gaolers if they thought they would thereby secure a chance of escape. On entering the royal presence they bowed almost to the ground. "Salam!" they shout in a kind of chorus; your village or tribesman never speaks, he always shouts. "How do you like prison?" says the Prince, nodding to them with a smile. In reply, the bandits assert their innocence, calling at every sentence upon Heaven and the Prophet. "Are we not harmless tribesmen who live in your Royal Highness's shadow? May we be your sacrifice?" The Prince smiles blandly. "Ah, my friends," says he, "I am a Mussulman, and I am an Akasman here; and—in Akasman—no tribesman may be less than a Mussulman. You have truly done a good deed. I shall not really punish but reward you. That you killed the Feriagh is of course no doubt; and so I must punish you nominally. What I propose to do is to cut off a joint of one finger of each of you. But what is that? Nothing. Your dresses of honour are ready. You will then, men and will be instantly liberated. And now, my children," says the smiling Prince, "tell us all about it. How did you manage it, eh?" The astonished and delighted prisoners received this speech with a burst of joy. All shouting at once, they hastened to give the Prince all particulars.

The European freed twice from one pistol—may we be your sacrifice!—and then we all fired together, rushing in on him. He was but a European—may your shadow

never be less! We trust in the clemency of your Royal Highness! May we be your sacrifice!"

The smile faded from the face of the young Prince-Governor, his likeness to the Shah, his father, becoming very apparent as his countenance darkened into ferocity. He had got at the truth; and, without more ado, nodded with appropriate significance to his chief of police the Farshabashi, a burly black-headed man who stood behind the criminals. The prisoners were removed; they were hurried into the public square, in which the palace stands, and there their throats were cut. The bodies lay exposed till sunset, a terror to evil-doers.

A red granite tablet in one of the Christian churches at Julia, subscribed for by the Engineer Officers and non-commissioned officers in Persia, commemorates the death of Sergeant Collins.—*St. James' Gazette*.

Ms. Brougham, mother of the ex-Chancellor, was a most excellent and thrifty housewife. On one occasion she was much troubled with a servant addicted to drinking, and who used to allege, in extenuation of her fault, "it was cruel before."

One morning little Harry tumbled down stairs, when the food mother, running after him, exclaimed, "Oh, boy, have you broken your head?" "No, Ma," said the future Chancellor, "it was a cask before."

Quotations.

HONGKONG, December 7.

On London.—

On Paris.—

On New York.—

On Bombay.—

On Shanghai.—

On Hongkong.—

On Canton.—

On Peking.—

On Tientsin.—

On Hankow.—

On Shanghai.—

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If required, protection will be granted on first class Lives up to £1000 on a Single Life.

Notes of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

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NORTON & Co., Agents.

Hongkong, May 19, 1881. 938

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GILMAN & Co.

Hongkong, January 1, 1882. 14

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Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

Intimations.

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—OF THE—
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The Life of Tse-Ch'an, Prime Minister of China.
Story of the Three Unsubdued Literati.
The History of Chinese Literature, illustrated by Literal Translations from Chinese Texts.

Similarity between Buddhism and early Taoism.
The Bombardment of Peking, an unrecorded Episode of 1882.
Canton Plants.

Etymological Parallels of the Canton Dialect.
Contributions to the Folk-Lore of China.
Notes and Queries.

The Introduction of Astrology into China.
Tone Distinctions in Korean and Chinese.
How Formosa is Rising.
Erratum.

The Kolo 哥老 Society.
A French Military Sinologue.
Remarks on some of Mr. Parker's Notes.
Giles' Remains of Lao Tse.
The Character 孝.

Final Comments in Chinese.
Notices of New Books.
Collectanea Bibliographica.
Books Wanted, Exchanges, &c.
To Contributors.

Hongkong, November 26, 1886.

THE CHINESE MAIL.
THIS paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Ten Dollars Foreign Cents in London.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantee and securities necessary to place it on a business footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Peking, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

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1, DUDDELL STREET, Continue to Supply:

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Hongkong, June 9, 1885. 957

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FORMER should be at hand, Orders for REPAIRS if sent to the Huan Orphan, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 25, 1885. 1458

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH.

MORNING STAR.

RUN DAILY as a FERRY BOAT between Plover's Wharf and Tsing-Tai-Tai at the following hours:—This Time Table will take effect from the 21st October, 1885.

WEEK DAYS.	SUNDAYS.
Leave K'loon 7.00 A.M. Leave H.K. 7.00 A.M.	Leave K'loon 7.00 A.M. Leave H.K. 7.00 A.M.
8.00 " 8.25 " 7.30 " 8.00 "	8.00 " 8.25 " 7.30 " 8.00 "
8.50 " 9.15 " 9.40 " 10.15 "	8.50 " 9.15 " 9.40 " 10.15 "
9.40 " 10.05 " 10.30 " 10.45 "	9.40 " 10.05 " 10.30 " 10.45 "
10.40 " 10.55 " 11.00 P.M. NOON.	10.40 " 10.55 " 11.00 P.M. NOON.
11.15 " 12.25 P.M. 12.25 " 1.15 P.M.	11.15 " 12.25 P.M. 12.25 " 1.15 P.M.
12.45 P.M. 1.00 " 1.25 " 1.55 "	12.45 P.M. 1.00 " 1.25 " 1.55 "
1.55 " 2.25 " 2.25 " 2.55 "	1.55 " 2.25 " 2.25 " 2.55 "
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5.55 " 6.15 " 6.30 " 6.45 "	5.55 " 6.15 " 6.30 " 6.45 "
6.30 " 6.45 " 7.00 " 7.00 "	6.30 " 6.45 " 7.00 " 7.00 "

* There will be no Launch on Monday and Friday, on account of coaling.
The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, the notice will be given of any stoppages.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, RATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEK, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

BORDEAUX, LE HAVRE, DENKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 11th December, 1886, at Noon, the Company's Steamship A.V. Commandant VIMONT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 11th December, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are registered and value of Packages are registered.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, December 4, 1886. 2311

Incidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

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THIS Steamship SAN PABLO will be despatched for San Francisco, via Yokohama, on TUESDAY, the 21st December, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

U. D. HARMAN, Agent.

Hongkong, December 2, 1886. 2295

Mails.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

—THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on SATURDAY, 11th December, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, November 23, 1886. 2229

NORDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI.

ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 27th day of December, 1886, at Noon, the Company's Steamship OLYMPIA, Captain FRIEDRICH, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are registered and value of Packages are registered.

For further particulars, apply to the Company's Office.

MELCHERS & Co., Agents.

Hongkong, November 20, 1886. 2298

NOW ON SALE. INDEX TO THE 'CHINA REVIEW' from VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.
2.—ARTICLES.
3.—REVIEWS OF BOOKS.
4.—LIST OF AUTHORS REVIEWED.

Price, 50 CENTS.
To be had at the 'China Mail' Office, Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

CHINA COAST-METEOROLOGICAL REGISTER. DECEMBER 5.—AT 4 P.M.

Station. Direction of Wind. Force. Weather. Barometer (corrected to sea level).

Manila. 29.95 81 81 NW 1 cp 0.02
Haiphong 30.04 68 00 W 1 b —
Hongkong 30.04 68 00 W 1 b —
Amoy. — — — — —
Fuchow. — — — — —
Shanghai. — — — — —
Nagasaki. — — — — —
Wakayama. — — — — —

December 6.—AT 10 A.M.
Manila. 29.92 80 80 WNW 1 c —
Haiphong 30.02 72 5 S b —
Hongkong 30.16 67 46 NW 1 c —
Amoy. — — — — —
Fuchow. — — — — —
Shanghai. — — — — —
Nagasaki. — — — — —
Wakayama. — — — — —

The barometer is falling, but gradients continue rather steep for N.E. winds. The temperature and humidity are low and the weather fine.

W. DORRANCE, Government Astronomer. Hongkong Observatory, December 6.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.

2. THERMOMETER, in the shade in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF SKY, by blue sky, c. detached clouds, d. drizzling rain, f. fog, g. gloomy, h. hail, i. lightning, o. overcast, p. peeping shower, s. squally, r. rain, c. snow, b. thunder, v. visibility, w. dew, &c.

7. RISE, in fathoms, tenths and hundredths.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour m.

Shipping or railway between each shore are marked a., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Plover's Wharf.
6. From Plover's Wharf to the Naval Yard.

Vessel's Name.	Flag.	Captain.	Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Amatista	Brit.	Anderson	Brit.	678	Jan. 31	Russell & Co.	K'loon Dock	
Arragon	Brit.	Macintosh	Brit.	1302	Dec. 7	David Sassoon, Sons & Co.	Calcutta	
City of Peking	Amer.	Deaton	Amer.	6079	Nov. 29	P. M. S. S. Co.	San Francisco	11th inst.
Crusader	Brit.	Krowin	Brit.	648	Nov. 13	Arnold, Karberg & Co.		
Dalla	Brit.	Watt	Brit.	552	May 29	Wiel & Co.	K'loon Dock	
Doutour	Ger.	h. Luthjens	Ger.	1107	Nov. 23	Siemens & Co.		
Devonhurst	Dutch	h. Houthoff	Dutch	1230	Dec. 4	Jardine, Matheson & Co.	Amoy	To-morrow
Don Juan	Span.	h. Marquies	Span.	432	Dec. 5	Erasmus & Co.	Amoy and Manila	To-day
Fokien	Brit.	h. Hanlin	Brit.	395	Dec. 5	Russell & Co.		
Formosa	Brit.	h. Wylie	Brit.	509	Dec. 5	Douglas Steamship Co.		
Gorda	Brit.	h. Harris	Brit.	674	Dec. 5	Siemens & Co.		
Greyhound	Brit.	h. Thomas	Brit.	340	Dec. 27	Siemens & Co.		
Guthrie	Brit.	h. Shannon	Brit.	267	Nov. 19	Adams, Bell & Co.		
Independence	Brit.	h. Robinson	Brit.	2500	Nov. 24	Russell & Co.		
Khiva	Brit.	h. Harrison	Brit.	871	Dec. 30	P. & O. S. N. Co.	Bombay, &c.	To-morrow
Killarney	Brit.	h. O'Neill	Brit.	1419	Dec. 30	P. & O. S. N. Co.		
Loire Inferieure	Fch.	h. Pillivuyt	Fch.	533	Dec. 3	Carlowitz & Co.		
Metapedia	Brit.	h. Purvis	Brit.	1474	Nov. 22	Russell & Co.		
Partidige	Brit.	h. Williams	Brit.	886	Dec. 3	Jardine, Matheson & Co.		
Phra Chom Klao	Brit.	h. Watson	Brit.	1011	Nov. 30	Yuen Fat Hong		
Pilot Fish	Brit.	h. Stepani	Brit.	161	June 1	H. K. & W. Dock Co.		
Quarta	Ger.	h. Kock	Ger.	733	Dec. 3	Siemens & Co.		
Saghalien	Fch.	h. Homery	Fch.	3822	Nov. 27	Messageries Maritimes	San Francisco	
San Pablo	Brit.	h. Reed	Brit.	2112	Dec. 3	P. & O. S. N. Co.		
Stratheden	Brit.	h. Hutton	Brit.	934	Dec. 3	Tong Kee & Co.	Kobe & Yokohama	9th inst.
Thibet	Brit.	h. Mucio	Brit.	1671	Dec. 3	P. & O. S. N. Co.		
Travancore	Brit.	h. Logan	Brit.	1149	Dec. 3	Russell & Co.		
Venice	Brit.	h. McDonnell	Brit.	1271	Nov. 27	Butterfield & Swire		
Vortugara	Brit.	h. Brown	Brit.	873	Nov. 29	Arnold, Karberg & Co.		
Vortugara	Brit.	h. Brown	Brit.	873	Nov. 29	Arnold, Karberg & Co.		
Wellington	Ger.	h. Wiene	Ger.	728	Dec. 3	Melchers & Co.		
Wousong	Brit.	h. Arthur	Brit.	1100	Nov. 30	Butterfield & Swire		

Sailing Vessels.								
Adolph	3	c Packe	Ger.	bm.	256	Dec.	1	Edouard Schellhaas & Co.
Airlie	3	h Bright	Ger.	3m.	296	Dec.	5	Master
Alden Becso	5	c O'Brien	Amer.	bgo.	812	Dec.	6	Melchers & Co.
Annie	3	c Kroncke	Ger.	bgo.	424	Nov.	22	Wieler & Co.
Basuto	7	h Matthews	Brit.	bgo.	348	Oct.	17	Order
Brnyhinda	8	h Matkin	Brit.	sh.	1409	Nov.	20	P. & O. S. N. Co.
Centaur	3	c Offerson	Ger.	bgo.	468	Dec.	4	Order
Claro Babuyan	2	k Brown	Brit.	bgo.	358	Nov.	28	Chinese
Director	3	h Bogart	Brit.	bgo.	679	Dec.	5	Master
Donnella	3	c McRae	Brit.	btine.	349	Nov.	30	Gonzalves & Co.
Enos Soule	7	h Soule	Amer.	sh.	1443	Nov.	10	Ed. Schellhaas & Co.
Erunin	3	c Rocco	Ital.	bgo.	632	Dec.	6	Order
Frank B. Brown	3	c Bolden	Ger.	bgo.	813	Oct.	22	Gibb, Livingston & Co.
Francis A. Brown	3	k Pittgrove	Amer.	bgo.	845	Oct.	4	Melchers & Co.
Francis a	3	c Gontard	Ger.	Sm. st.	368	Nov.	26	Wieler & Co.
Fratalanza	3	c Schialino	Italian	bgo.	797	Nov.	21	Mossagresies Martinies
Fred. P. Litchfield	3	c Young	Amer.	bgo.	1042	Oct.	21	Siemsen & Co.
Grande	5	c Evans	Amer.	sh.	1354	Aug.	23	Carlowitz & Co.
Harvester	3	c Taylor	Brit.	bgo.	1428	Aug.	29	Order
Hattie N. Bangs	5	c Bangs	Am. btin.	442	Nov.	25	Gonzalves & Co.	
Hayden Brown	5	k Havener	Amer.	bgo.	812	Oct.	7	Order
Hilda	3	c Olin	Brit.	sch.	306	Dec.	4	Captain
Hydra	3	c Bingge	Ger.	bgo.	786	Nov.	25	Gonzalves & Co.
John C. Fawcett	3	k Finkney	Brit.	bgo.	832	Nov.	27	Rang Sang Woo
Jessie C. Fisher	5	k Curtis	Amer.	sh.	1182	Dec.	7	Order
John Trahey	5	c Ryan	Brit.	sh.	1147	Sept.	26	Gonzalves & Co.
Livingstone	3	c Steffens	Ger.	bgo.	531	Oct.	5	Carlowitz & Co.
Lorna Douse	3	c Lynn	Brit.	bic.	367	Nov.	24	E. Shan Rio
Orient	3	c Roder	Ger.	bgo.	461	Nov.	21	Wieler & Co.
Papa	3	c Hente	Ger.	bgo.	748	Sept.	24	Carlowitz & Co.
Penelope	5	c Nelson	Amer.	sh.	1066	Sept.	28	Pustak & Co.
Ralph M. Hayward	5	k Baxter	Am. bgt. sh.	574	Oct.	4	Arnhold, Karberg & Co.	
Reinhardt	5	c Paine	Brit.	sh.	1343	Oct.	17	Order
Ringhorn	5	c Beck	Nor.	bgo.	587	Sept.	27	Edouard Schellhaas & Co.
Sarah Hignett	5	c Morgan	Amer.	sh.	1337	Sept.	24	Edouard Schellhaas & Co.
Shi Koku	3	c Haison	Brit.	bgo.	542	Dec.	5	Chinese.
Shi Koku	3	c Nivolske	Amer.	sh.	1477	Oct.	29	P. & O. S. N. Co.
Theodor Ruger	5	c Meyer	Ger.	sh.	1567	Nov.	14	Arnhold, Karberg & Co.
Velocity	4	c Martin	Brit.	bgo.	492	Dec.	2	Pustak & Co.
Ventura	3	k Estival	Span.	bgo.	992	Nov.	16	Remedios & Co.
Wandering Minstrel	5	c Wright	Brit.	btin.	566	April	24	Arnhold, Karberg & Co.
William McGilvery	5	c Dunlar	Amer.	sh.	1210	Oct.	18	Adams, Bell & Co.